

Capacity Strategy TT 2025 (dec-24 / dec-25)

Chapter 0: Geographical area

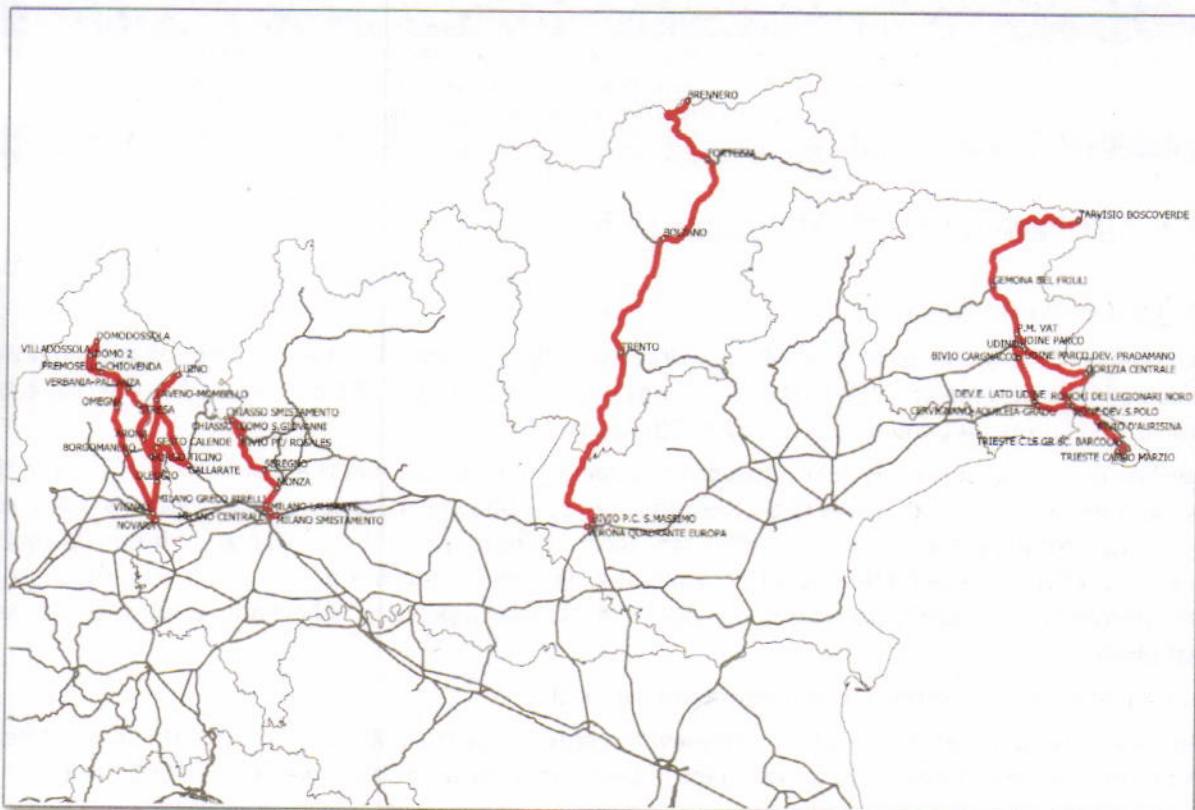
The geographical scope of this 2025 Capacity Strategy is defined in compliance with the decision taken in the MVP Capacity Strategy RNE group and regards the main cross-border corridor lines to Switzerland and Austria.

The Minimum Viable Product has been set up to jointly assess and test all questions related to the implementation of the first TTR Capacity Strategy within a group of TTR first wave implementers consisting of ProRail, InfraBel, ACF (observatory), DB Netz, TTR@CH (SBB Infra, BLS Infra & Trasse Schweiz), ÖBB Infra and RFI.

In this context the MVP targets Capacity Strategies among the participants that are harmonized in their structures and to the extent possible in their contents. Beyond the TTR goal of international consistency, the benefit of this approach is to offer the customer an integrated view that matches their international traffic flows.

The lines covered by the 2025 Capacity Strategy will be coherently the geographical basis for the development of the TTR project subsequent step (Capacity Model).

More in detail, the lines involved are: from the Domodossola and Luino borders to Novara and Gallarate, from Chiasso to Milano, from Brennero to Verona and from Tarvisio to Trieste. The maps below provide further detail (red coloured lines).



Chapter 1: Expected capacity of infrastructure in TT2025

This chapter includes the information available on the expected usable permanent positive (additional) and the expected permanent negative capacity impact.

Additional available capacity Further detailing provided in Appendix					
Country	Network segment	Description	Effect	Impact on Capacity *	Remark
Italy	Luino route	Loading gauge	PC 80/410 gauge on Luino axis	2022	**
Italy	Milano node	Technological	Increase of capacity and regularity	2023	
Italy	Gotthard and Simplon axis	750 module	Adaptation to STI	2024	**
Italy	Chiasso – Monza	Technological	Increase of capacity and regularity	2024	
Italy	Verona – Bologna	Technological	Increase of capacity and regularity	2024	
Italy	Monza – Milano Smistamento	Technological and infrastructural	Increase of capacity and regularity	2024	
Italy	Villa Opicina – Aurisina	Technological	Increase of capacity and regularity	2025	
Italy	Gorizia branch	Infrastructural	New single track link to Slovenia	2025	

* First Annual Timetable with upgrade effect available
 ** Increased transportation capacity without change in available train volumes

Reduced available capacity Capacity reductions are related to functional reviewing of rail areas connected with upgrade projects				
Line	Station	Reduced capacity	Project	Year *
Novara-Domodossola	Novara Boschetto	Demolition of 10 tracks in Fascio Corsica and 2 tracks in Fascio Piave freight yards necessary to build the new Ro-La terminal on the same area	Novara Node upgrade	2026/2027

* First Annual Timetable with effect available

Chapter 2: Temporary Capacity Restrictions (TCRs)

2.1 TCR general principles:

The scheduling of maintenance and upgrading works involving reductions in infrastructure capacity is carried out in compliance with the principles set out in Annex VII of Directive 2012/34, as amended by the Delegated Decision of the European Commission no. 2075/2017.

TCRs will be indicated on the ePIR RFI web-portal explaining the section and the period of execution of the works, with an estimate of the effects on the capacity (possibility of route limitations, detours, timetable changes, etc.) including the volume of traffic cancelled / diverted, in full compliance with the Delegated Decision 2017/2075, the definitive detail of which will be known with the delivery of the timetable. Any alternative routes will also be explained, in order to allow RUs to proceed coherently as early as the path request phase.

Bilateral / tri-lateral TCR-planning with international impact:

- For Swiss borders: SteCo meeting (high-level representatives of RFI & SBB-I); periodical bi-lateral harmonization meetings; constant interface between the territorial TCRs managers of SBB-I & RFI;
- For Tarvisio and Brenner borders: periodical bi (ÖBB - RFI) - trilateral meetings (ÖBB - RFI - DB); periodical ScanMed South regional TCR WG meetings for IMs coordination and IMs/RUs consultation.

Maintenance windows (IPO) principles

Maintenance windows are planned according to RFI technical needs. According to RFI Network Statement, maintenance buffer blocks (IPO maintenance windows) not requested by maintenance are released for additional capacity in order to answer RU's ad Hoc requests.

Generally, duration, number and location of maintenance windows have only minor adaptation in subsequent timetables.

Every line has periodical maintenance windows, on a weekly basis, either on daytime or night-time. The use of the IPO makes possible to avoid timetable adjustments, as they are integrated into the running timetable, guaranteeing the ordinary/extraordinary maintenance and upgrading of the infrastructure.

The (IPO) network maintenance windows are published annually in the Network Statement and can be consulted by the RUs on the RFI ePIR portal.

Clustering TCR

Whenever maintenance needs exceed what available by maintenance windows, specific additional TCR can be planned. The percentage of traffic diverted / cancelled is calculated taking into account the planned timetable, referring to the day with the greatest scheduled traffic volume within the duration of the temporary capacity restriction. If the TCR affects weekdays and holidays, the weekday with the highest scheduled traffic volume is selected; if the TCR affects only non-weekdays, the day with the highest volume of traffic is selected.

	Consecutive days	Impact on traffic (estimated traffic cancelled, re-routed or replaced by other modes of transport)
Major impact TCR	More than 30 consecutive days	More than 50% of the estimated traffic volume on a railway line per day
High impact TCR	More than 7 consecutive days	More than 30% of the estimated traffic volume on a railway line per day
Medium impact TCR	7 consecutive days or less	More than 50% of the estimated traffic volume on a railway line per day
Minor impact TCR	-	More than 10% of the estimated traffic volume on a railway line per day

Coordination & Consultation process

RFI carries out a consultation phase by sending to all Applicants/RUs and neighbouring IMs, one month before the publication, the program of network's unavailability; in case of request and if possible, an alternative hypothesis for the execution of the works is provided. RFI takes into account the comments received during the publication phase at X-24, possibly organizing ad hoc meetings. Subsequently, before the entry in force of the timetable, the IM sends to all Applicants/RUs and neighbouring IMs possibly involved the updated TCRs program for a second consultation phase, by publishing the revised TCRs programs within 18 months after coordination with neighbouring infrastructure managers and taking into account the comments received in the second consultation with Applicants through the RFI ePIR portal.

2.2 Expected Major TCRs on 2025

Regarding the lines identified by the geographical scope, the following TCRs are known at the moment of the publication of this 2025 Capacity Strategy. According to the deadlines above, further maintenance windows and adaptation needs of what listed below may be planned; these variations will be properly taken into account during the subsequent Capacity Model construction phase.

- Daytime Maintenance windows (IPO) Domodossola: